

**HERITAGE SQUARE SHOPPING CENTER
RETAIL PROPERTIES OF AMERICA
ISSAQUAH, WASHINGTON
PRE-APPLICATION NARRATIVE**

Americans with Disabilities Act (ADA) Repairs

The objective for the ADA repairs is to ensure the site is compliant with current ADA standards. All handicap accessible parking stalls and adjacent access aisles must have a slope of less than 2% in all directions. The ADA route can have a running slope up to 5% with cross slopes up to 2%. A minimum 5' by 5' landing must be installed at all change of direction locations and slopes must be less than 2% in all directions. The entrances to the buildings must have a door maneuvering space immediately in front of the door which has slopes 2% or less in all directions. ADA Curb Ramps can have a running slope up to 8.3% and cross slopes up to 2%. ADA Ramps have the same slope requirements as the curb ramp except for running slopes greater than 5% and less than 8.3% requires handrails.

The site contains multiple buildings that offer public access/service to individuals and the site must be in compliance with ADA standards to provide service to all individuals. The City of Issaquah uses the ADA Title II Self-Evaluation and Transition Plan that references the 2010 ADA Standards. The site contains approximately 14 areas that are currently non-compliant with ADA standards. The non-compliance issues included violations such as; sidewalk cross slope greater than 2%, sidewalk running slope greater than 5%, changes in elevation greater than a ¼" at a location, handicap parking stalls and access aisles with slopes greater than 2%, ADA ramps with slopes greater than 8.3%, ADA signage mounted at incorrect heights, missing and/or misused ADA signage, and missing ADA paths of travel between areas onsite.

The proposed plans show updates to all areas that are non-compliant with current ADA standards. The handicap parking stalls are labeled and have proper access paths to each building entrance or nearest ADA path of travel. Site grading adjustments are planned to bring areas with non-compliant slopes into compliance. An accessible route will be provided linking the public sidewalk along Gilman Boulevard to the store locations.

Pavement Repair

The objective of the pavement repairs is to replace areas of damaged pavement, modify the site parking, provide better traffic flow, and to help improve drainage. GEI Consultants performed a site visit to determine the areas of the pavement that should be repaired and proposed an 11 year plan for site maintenance plan. The project consists of light duty pavement reconstruction (4" thick bituminous concrete pavement) in the parking stalls, medium duty pavement reconstruction (5" thick bituminous concrete pavement) in the driving lanes, and heavy duty pavement reconstruction (6" thick bituminous

concrete pavement) in the heavy traffic/load areas. The project also consists of the removal and replacement of damaged curb and concrete sidewalk.

The design plans reference the Washington State Department of Transportation (WSDOT) Standards for materials and installation. The pavement repair also consists of removing some existing islands and installing new islands. The new islands will provide a new parking layout and help with the flow of traffic through the site. All new islands will contain landscaping. The drainage gardens will hold a certain amount of water to allow infiltration into the ground and an outlet pipe to existing storm sewer or overflow notch will be provided in case of capacity being reached during a rain event. The total pavement area for the site will remain similar to pre-construction conditions.

Drainage Improvements

The objective is to improve site drainage, repair existing ponding areas, and provide drainage around the new rain gardens. The water will flow into one of the new rain gardens or into the existing site storm sewer collection system. The water entering the rain gardens will infiltrate into the ground in the rain garden area. An overflow pipe will also be provided to drain excessive stormwater into the existing storm sewer system. The drainage area for the site is not drastically changing and the storm sewer will see the same if not less overall flow. The rain gardens are positioned to collect only the storm water adjacent to the new rain gardens. The southwestern most rain garden will have an inlet and outlet notch in the curb to allow for overflow back onto the pavement and will then sheet flow into the storm sewer system.

Generally stormwater on the site is routed through the collection system to two (2) 48" diameter, 230 feet long perforated pipes that allow stormwater to infiltrate into the ground. These infiltration pipes are located on the western side of the site. The only changes to the existing stormwater system onsite will be the addition of the rain garden overflow pipes which will tie into the existing storm structures as shown on the plans. It is expected that the storm sewer system will see the same if not less runoff water due to the rain gardens and new landscape areas.

Refer to the Draft Technical Information Report that has been completed for the site for more details on the stormwater quality.